

COUNTRY <u>East Germany</u>		SECURITY INFORMATION	
TOPIC <u>Brandis Airfield</u>		REPORT NO. <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px;"></span>	
25X1A			
EVALUATION <span style="border: 1px solid black; display: inline-block; width: 40px; height: 15px;"></span> 25X1X	PLACE OBTAINED <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span> 25X1A		
DATE OF CONTENT <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span>			
DATE OBTAINED <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span>	DATE PREPARED <u>29 July 1953</u>		
REFERENCES <u>25X1A</u>			
PAGES <u>1</u>	ENCLOSURES (NO. & TYPE) <u>1 - sketch on ditto</u>		
REMARKS			

25X1X

SOURCE

1. The following air activity was observed at Brandis airfield between 8 and 19 June 1953:

8 June. Eight Il-10s practiced diving over the field between 7 p.m. and 8:00 p.m. The planes landed individually after four dives.

9 June. After 7:30 p.m., there was night flying by three Po-2s which remained aloft for 30 to 45 minutes. The boundary lights were turned on.

10 June. One Po-2 was aloft between 7 p.m. and 7:30 p.m. while there was good visibility. Source recently noticed that the local flights by Po-2 planes apparently were practice flights by young pilots because the take-offs and landings showed the lack of experience contrary to the flights made with Il-10s.

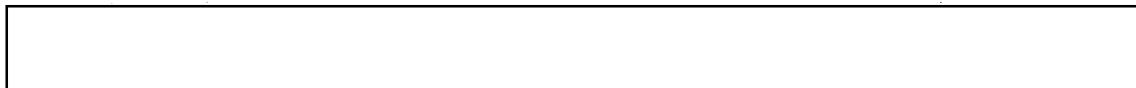
11 to 13 June. No air activity was observed. There was rainy weather.<sup>1</sup>

17 June. The field was on highest alert. Thirty-six Il-10s, each occupied by two men, were ready to take off. A total of 400 men fell in carrying field equipment, additional EM were in communication trenches, outguards were posted and several tanks and AA guns were emplaced.<sup>2</sup>

19 June. Between 2:40 p.m. and 2:47 p.m., 6 twin-engine planes and 6 cargo gliders landed at the field. The latter planes were being unloaded near the flight control station.<sup>3</sup>

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2. Twelve shrapnelproof aircraft revetments were observed at the field in early June 1953. Source made a location sketch of the revetments.<sup>1</sup>



25X1A 1.  Comment. Brandis airfield is still occupied by a ground attack regiment which is equipped with about 50 Il-10s. Old crews practice with Il-10s after the usual pattern, while young pilots practice day and night flying with Po-2s. The construction of shrapnelproof aircraft revetments continues. For location of completed revetments, see Annex.

25X1A 2.  Comment. The alert was connected with the demonstrations in East Germany.

25X1A 3.  Comment. Landings by cargo gliders at Brandis airfield were also observed during this same period in the preceding year. At the time it was in connection with air landing exercises being conducted by an army unit. There are however, no indications of similar connections in the present report.

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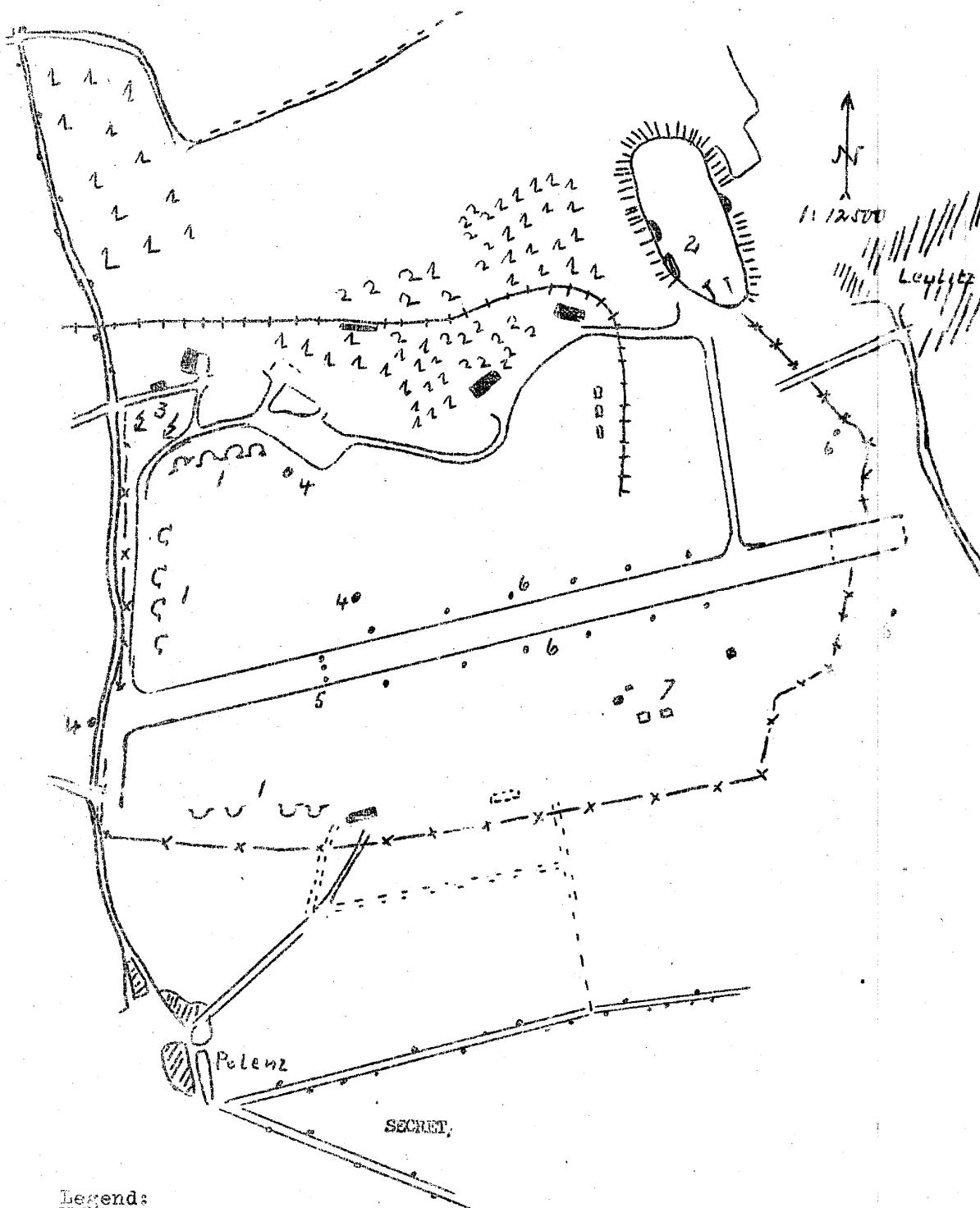
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Annex to

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Brandis Airfield



Legends:

- 1 Shrapnelproof aircraft revetments, each about 10 x 8 x 2 meters
- 2 AAA bunkers
- 3 Radio installation with one mast
- 4 Searchlights for night flying
- 5 Landing T for night flying
- 6 Flare path and lamps indicating end of runway
- 7 Sheds under construction